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AROUND THE LAKES.

CLEVELAND.

The schooner C. G. King will tow with the steamer Queen of the West this season.

Captain Philip Minch has sold to Louis Boody, of Vermillion, 1-40 of propeller Onoko for $4,250.

Mr. J. P. Swain is to be chief engineer of the new steamer building at Quayle's for Moore, Bartow and others.

Mr. John Broderick, chief engineer of the steamer N. K. Fairbank is in the city and has commenced fitting out.

The steamer H. Luella Worthington has been changed from double to single deck for the Lake Michigan lumber trade.

Captain Philip Minch has sold to Captain W. J. Trinter 1-16 of the propeller W. L. Wetmore for $1,500; also, 1-16 of schooner Brunette for $1,250.

Captain Wm. W. Morse has gone to St. Clair to take the steamer Siberia to Port Huron. As soon as the ice permits at Port Huron, she loads wheat for Buffalo.

The Bradley estate has transferred to Mr. A. B. Hambleton, of this city, 1-16 of the propeller Henry Chisholm, and 1-16 of propeller R. P. Ranney. Consideration valuable.

There will be held a meeting of the incorporators of the Rapid Transit Steamship Company at the Weddell House, this city, at 3:00 o'clock p. m., on the 13th day of March, 1886, for the transaction of business of said company.

L. P. & J. A. Smith, who were the lowest bidders, have again been awarded the contract for dredging and removing bars and other obstructions from the Cuyahoga river bed. Their bid was 26 cents for each cubic yard of excavation and $10 for each hour of tugging.

The tug Samson has received her new boiler at the Globe Iron Works, and she is getting new fenders all around outside, new main deck around the boiler, bulkheads, new upper deck over the boilers, new bulwarks around the outside, and considerable minor repairs. In fact she will be in A1 shape and Engineer Hayes thinks the Samson is as good as anybody's tug.

At Globe drydock the work of repairing the propeller Havana is nearly completed. The propeller Sparta is out of dock and her repairs are in a forward state. Both of the above will have new iron houses. The propeller Vienna is now in drydock for refastening and bottom calking, some new main keelsons and bulkheads. Her boiler will be raised up and turned around and she will have new ash pan, and coal bunkers.

Messrs. W. B. Scott & Son, insurance agents, have removed to room 25 Arcade building, St. Clair street. This is the only firm in the city which devotes its entire attention to marine insurance business, and by square dealing and integrity and prompt payment of losses it has secured the confidence of owners and masters, and does a fair share of the lake insurance business.

The steamship under construction at Quayle's yard for Captain Thomas Wilson is about half finished. The details of her construction are much the same as those of the other boat at the same yard given elsewhere, with the exception that she will have two freight gangways amidships for rolling freight; also, a steel band running parallel with the keel on each side under the plank sheer to assist her steel arches in strengthening her. She will be diagonally iron strapped. It is thought that she will be ready to launch about June 1.

The new steamship at Messrs. Quayle's Sons' yard for Moore, Bartow and others is taking on a beautiful form and is about two thirds finished. The dimensions are 235 feet keel, 251 feet over all, 39 feet beam, 20 feet hold. Some of the finest timber ever in the yard is going into her. The main keelson is 16 by 16 inches, assistant keelson 14 by 16, floor keelsons 10 by 13, bilge 9, 8, and 7, and she is ceiled with 6 inch; and is edge bolted with ⅞ inch round iron. The lower deck beams are 10 by 10 inch, and the upper deck beams are a trifle higher than the main deck. She will have five hatches. The garboard strake is 6 inches thick and the balance to the turn of the bilge 5 inches, and the turn of the bilge for five strakes 6 inches, and 5 inches up to the plank sheer. She has steel arches inside ⅝ by 14 inches and ⅝ by 10 inches outside, bolted through and through. The cabins will be similar to those of the Wallula, Kasota, and George Spencer. She will have three spars, and is calculated to carry between 1850 and 1900 tons of ore. It is an acknowledged fact that Quayle Brothers have a share of any new work that is being done on the lakes, and they know before they commence to build just how their next number will look. The launch will take place about May 1.

CHICAGO.

Special to the Marine Record.

Things began to assume a business aspect in the vessel line throughout the past week, grain market being active and charters brisk, at a basis of 2¾ cents to Buffalo and 1¾ to 2¼ cents to Midland, Collingwood and Sarnia. These rates, most vessel owners seem inclined to accept, but still a few are holding out for better. A great many vessels and steambarges chartered and were being towed up and down the river, to and from the different elevators. Up to the present time the following have been chartered and are loaded, ready to depart when the time comes.

Propellers, Wallula, D. C. Whitney, Selah Chamberlain, Nipigon, Waldo A. Avery, City of Rome, Monteagle, Geo. Spencer, Calumet, D. M. Wilson and J. H. Farwell.

Schooners and barges, Polynesia, Thos. Quayle, Scotia, Minnehaha, Sweetheart, Pensaukee, A. Mosher, Jeremiah Godfrey, C. B. Jones, Iron State, Geo. Steele, S. B. Pomeroy, Lem Elsworth, White Star, C. P. Minch, James Mowatt, M. L. Higgie, Champion, City of Green Bay, Thos. L. Parker, Geo. L. Boyce, Minnie Slauson, Melbourne, Comrade, News Boy, Michigan, E. H. Nicholson, Camden, Lizzie A. Law, Lottie Wolfe, Our Son, and J. H. Rutter.

Thursday afternoon as the propeller Monteagle was passing up the river, in tow of the tug Mosher and Morford, when just through Randolph street bridge, they met the large schooner J. H. Rutter coming down loaded, in tow of the tugs Union and Carpenter. The propeller H. J. Jewett laying at the dock on the south side, and the schooner C. P. Minch on the opposite side, makes it a very narrow place, and the two tows meeting there, it seemed as if a collision was unavoidable. But after considerable hard pulling on the part of the tugs, they were stopped and pulled by each other safely.

Superintendent Kirkham, of the V. O. T. Tug line, has four tugs in commission the A. A. Carpenter, Union, Satisfaction, and Thos. Hood, and they are all kept pretty busy.

The ice in the upper part of the river, is quite heavy in some places. The tugs Carpenter and Union, in transferring the propeller Calumet from her winter quarters in Empire slip, found the ice, too heavy for them and had to have her sawed out, in order to tow her to the elevator to load.

Captain Harman, manager of the new Independent tug line, has the tugs J. H. Hackley, Chicago, Crawford, and Mary McLane in commission and ready for business.

Manager Henry, of the Lehigh Valley Steamship Line, was in the city Wednesday on business, and left for Milwaukee Wednesday night.

Engineers Miller and Woodard, of Cleveland, passed a few hours in the city on Wednesday, on their way to Milwaukee, to fit out the propeller Progress.

Barge Jeremiah Godfrey was in one of Miller Bros. drydocks for calking, and some repairs, and steamer John Miner in for a general overhauling.

The Chicago Drydock Company, have been very busy all winter, and have kept a large force of men employed. Up to the present time they have been engaged on the following. The L. S. & L. M. Transportation Company's steamer City of Fremont, has had a new set of trestle work in her hold fore and aft, to act the same as arches and strengthen her; also, a general overhauling.

The steamer Sophia J. Luff has been completely rebuilt, at a cost of about $7,000, and will come out in the spring good as new.

Schooner Mediator has had a partial rebuild, consisting principally of an entire new stern. Schooner Hattie Hutt has been given some new spars and considerable repairs. Schooner H. W. Sage has received new decks and considerable repairing, and the schooners Geo. Steel, C. Amsden, Wm. Jones, and Lem Elsworth some calking and slight repairs. Propeller Calumet topsides calked and steam canal boat B. & C., recalking, the tug Viva a rebuild, and tugs J. C. Fredell and Martin Green a general overhauling. J. W. B.

BUFFALO.

Special to the Marine Record

There is a marked scarcity in news this week, and a dullness in business generally.

There has sprung up some demand for Minnesota northern wheat, in car lots, of course. No boom, but just a little out of the usual way for the past month or two. Millers are seeking supplies. No advance in prices.

In our week's budget we find several changes in ship masters for the coming season. The Union line is the only one that has published their appointments yet. The other lines have made their's, but have not authorized their publication. It is known that some new appointments have been made, as well as transfers to be made. The new appointments are one by the W. T. Company and one by the Union, so far. We have reports of changes elsewhere.

It is reported that the schooner Loveland has been placed for several trips with one from Escanaba to Lake Erie ports at $1.00 per ton.

The latest charters at Chicago for corn to Buffalo were the schooner Michigan, J. H. Rutter, and Newsboy, the rate being 2¾c. Things are extremely dull at present, and vessels have refused 2½c.

The marine insurance firm of Crosby & Gunning has dissolved, Mr. Gunning connecting himself with the brokering firm of Pfohl & Co. Captain Crosby expects to locate in Chicago, but has not fully decided. In case he goes the office here will be discontinued. He will retain the general agencies of Thames & Mersey, Union of Philadelphia, and State of Pennsylvania companies, which he has held for several years. They will not do any hull business this season, but will write cargo risks as usual. The Great Western Company, held by Crosby & Gunning, is about to close out its business and retire. It is learned that the Greenwich Company, of which the late L. B. Fortier was for some years the agent, is now held by Flint & Dow. Messrs. Smith & Davis have added to their list the Louisville Underwriters, an association that has not of late written risks on the lakes.

The commission at work on the Inland Lloyd Register are now so far along with the work that it will probably be all in the printers' hands this week. They state that they have found the vessels in unusually good shape.

There have, so far as can be learned, been no contracts made for carrying either coal or lumber, still the demand for vessels appears to be good. One firm reports that they have orders to buy five vessels of about 60,000 bushels capacity, but have only one vessel, the Polynesia, at their disposal. The schooner C. H. Burton and the propeller Oneida are for sale, and the executors of the Fortier estate will soon advertise the barges Mills and Sherman for sale.

The Union Drydock Company is now at work on eighteen vessels, a large part of them belonging to the Union line, work on all but one being in the way of more or less extensive repairs. The propeller City of Duluth will get her steel arches in by the last of the week, and her place will be taken by the Avon, which is also to receive steel arches.

The owners of the schooner Unadilla have ordered a general overhauling of the vessel at Mills' yard. A large amount of new work will be put on her, the cost of which will be about $2,200. The barge Journeyman will also have a new cabin put on her deck by R. Mills & Co. Her cabin is at present below. The cost will probably be about $500.

As usual quite a good many changes will be made among the masters of vessels. Captain Clark, who sailed the propeller Idaho the past two years, will sail the City of Fremont between Duluth and Hancock, in the Lake Superior and Lake Michigan line. Although the Anchor line appointments are not announced, it is generally understood where the masters are to be placed. There are a number of changes. Captain Sisson will be transferred from the Clarion to the Gordon Campbell. Captain O'Neill leaves the Juniata for the Annie Young, and Captain Walsh leaves the Philadelphia. As soon as the scale of wages is fixed the list will be published.

Captain John O'Neill, late master of the propeller D. F. Rose, has sold out his interest in the propeller and her tow, and will sail the propeller D. Leuty the coming season.

As soon as Captain Davidson finishes work on his log boat he will lay the keel of another steamer to be three hundred feet long.

The propeller Albert J. Wright, it is said, has, through the foreclosure of a $10,000 mortgage, fallen into the possession of the Merchants' bank of Buffalo.

We are glad to learn that Captain Stoddard has completed the incorporation of the Rapid Transit Steamboat Company. He has the best wishes of this community and we will anxiously await the arrival of the first ship in our harbor.

The ice in our creek is still here and makes it difficult to move vessels.

I noticed in passing by that the Union Drydock Company are receiving a large quantity of heavy oak timber, to be used, doubtless, for repairs and in the construction of boats.

The steel steamship for the Anchor Line Company, building by the Union Company, is not in a very advanced stage. There has been considerable detention in getting the needed material as wanted.

Some of the grain laden boats are being discharged, but a number have not yet broken bulk. Captain James Davidson is unloading the Australasia and the George T. Hope, and will finish this week.

The navigation school, under the line managers, is making good progress. A number of masters and mates have passed through the course with good success, and several others will in a few days. They take great interest in the practice and manifest an earnest desire to get all the points of value in their profession. The younger men begin to see that they will henceforth be required to have a more thorough knowledge of their business than they ever possessed or thought necessary.

WM.

[*Around the Lakes Continued on 4th page.*]

MARITIME LAW.

SHIPS AND SHIPPING—LIMITED LIABILITY OF VESSEL OWNERS—SECTION 4283, REV. ST., CONSTRUED.

District Court, N. D. Illinois. January 6,1886.

In re Petition of Vessel Owners' Towing Company, to limit its liability, etc.

A vessel must be engaged in interstate or foreign commerce to entitle her owners to claim a limited liability. A tug engaged in towing, into the waters and ports of other states, vessels engaged in interstate commerce is as much engaged in such commerce as are the vessels themselves. The purpose of the act was to limit the liability of the vessel owner, and it applies to any damage done by the vessel, irrespective of the locality of the thing injured, if there be no fault or privity on the part of the owner or owners of the vessel.

In Admiralty. On exceptions to commissioner's report.

Schuyler & Kremer, for petitioner, the Vessel Owners' Towing Company.

F. M. Williams and M. St. C. Thomas, for Chalifoux.

J. J. Flannery, for Murphy.

Shufeldt & Westover, for Hanson.

Clarence Knight, City Atty., for the city of Chicago.

W. H. Condon, for Clifford and Mary and James Foley.

Blodgett, J.

This is a petition of the Vessel Owners' Towing Company for limitation of liability, as owner of the tug Thomas Hood, for a collision with the west abutment of the Adams street bridge, on September 28, 1883, by the schooner David Vance while in tow of said tug. The result of the collision was the fall of a section of the Adams street viaduct, resting on the abutment, and injuries were sustained by the city of Chicago, as the owner of the abutment and viaduct, and by persons and property upon the viaduct at the time of its fall. This petition is filed under the act of congress passed March 3, 1851, to limit the liability of ship owners, etc. The defense is that the tug was not engaged in interstate or foreign commerce, and was not, therefore, entitled to the benefit of the act.

From the evidence presented, two questions arise: First. Is the Hood such a vessel as entitles her owner to the benefit of the act of congress which limits the liability of the owner to the value of the vessel and her freight then pending? Second. Is the liability of petitioner for the damages in question such a liability as comes within the provisions of the law invoked; the abutment and viaduct not being in the waters of Chicago river, but upon the bank of the river adjoining the water?

As to the first question. The act of March 3, 1851, (section 4283, Rev. St.), provides that the owner of a vessel shall not be liable for any loss, damage, or injury by collision, or for any act, matter, or thing, loss, damage, or forfeiture done, occasioned, or incurred, without the privity or knowledge of such owner, beyond the value of his interest in such vessel and her freight, then pending; and while the act does not, by its terms, limit its operation to vessels engaged in interstate or foreign commerce, undoubtedly the power of congress to legislate upon the subject is to be found only in the provisions of section 8, art. 1, of the constitution, which authorizes it "to regulate commerce with foreign nations and among the several states;" and if the tug in question is not a vessel employed in the business of interstate or foreign commerce, then she is not within the terms of the act of congress, and her owners cannot claim the benefit of its provision. While this tug does not herself carry freight or passengers, the subject of interstate and foreign commerce, the facts, as found by the commissioner, show that her employment consists almost wholly in towing into and out of the Chicago harbor, and upon the waters of Lake Michigan, vessels that are engaged in such commerce, and that her voyages in such employment often take her from Chicago, her home port, into the water and ports of other states, and it seems very clear that, as an indispensable aid and adjunct to such vessels, she may be said to be employed in such commerce, and, while towing the grain, lumber, and coal laden vessels which ply between the port of Chicago and other ports upon the great lakes, this tug is as much engaged in commerce as the vessels themselves; and in the present mode of business—especially through the agency of sail vessels employed upon these lakes—the tug boat is as much a part of the commercial marine as the vessels in whose hulls the cargoes are actually carried. From the nature of her employment, this tug seems to come within the principle of the law invoked. She, in pursuit of her business, is subject to all the risks and perils of the sea incident to a commercial vessel, especially to risks of collision and explosion. Her owner takes the same risk that she may, by colliding with another vessel, through the neglect or want of skill of the pilot or other employes, or by explosion, through the negligence or incompetency of an engineer, incur a heavy liability for damages, that is taken by the owners of vessels that ply from port to port upon the errands of inter-state or foreign commerce.

Therefore, it seems she is clearly within the spirit and scope of the act of congress. The supreme court has said that "the object of this act was to encourage the building of ships;" by saying, in effect, that the "only risk of the owner should be his investment in the ship." And why ought not this rule to extend to a man who builds a tug boat used in commerce, as well as to the ship that carries the commodities in her hold?

As to the second question. It is conceded that if a towing tug, like the Hood, be a vessel within the scope of the law, and she had done damage, without the privity of her owner, while upon the waters of the Chicago river, to any vessel or property floating upon the river, the owner would not be liable beyond her value; but it is contended that as the thing damaged was not upon the river, and did not pertain to commerce, such damage does not fall within the intent of the law. The terms of the act, however, are very broad: "For any loss, damage, or injury by collision, or for any act, matter, or thing lost, damage, or forfeiture done, occasioned, or incurred without the privity or knowledge of the owner," the owner shall only be liable to the extent of the value of his interest in the vessel and freight pending. But the situation of docks, walls of warehouses, and bridge abutments, rising up from the water's edge renders collisions with them not only possible, but probable, and constitutes one of the perils of navigation while vessels are upon the waters of rivers or harbors. A steamer, for instance, is liable to explode at a dock in a harbor, and injure persons and property on the land to a far greater amount than her value; or a tug is liable to so handle her tow as to cause her to collide with the walls of a warehouse, or building, or bridge structure adjacent to the water's edge.

It seems to me the purpose of the act was to limit the liability of the owner as to any damage his vessel should do without his privity or knowledge whether the person or thing damaged was upon the water or the land, as the risk of damaging things upon the land, especially with a steam vessel, is as great as that of damaging things upon the water.

The commissioner's report is therefore approved, and a decree will be entered limiting the liability of the petitioner to the value of the tug.

SHIPS AND SHIPPING—LIMITED LIABILITY OF VESSEL OWNERS—SECTION 4283, REV. ST., CONSTRUED.

District Court, N. D. Illinois. May 27, 1884.

In re Petition of Vessel Owners' Towing Company, to limit its liability, etc.

Congress having, in express terms, limited the liability of vessel owners, the protection of the statute may be invoked, notwithstanding the fact that the thing injured is situated on land, if the damage in question be occasioned by the vessel, and without any fault or privity on the part of her owner or owners. The Plymouth. 3 Wall. 20, distinguished.

In Admiralty. On demurrer.

Blodgett, J.

This is a petition by the Vessel Owners' Towing Company, as owners of the tug Thomas Hood, for a limitation of liability under the provisions of section 4283 of the Revised Statutes, by reason of certain injuries committed by the tug, as is alleged, without the fault or privity of petitioner.

It appears from the petition that the tug is employed upon the waters of the Chicago river and Chicago harbor and vicinity as a towing tug, and that in that capacity, on the 28th of September last, this tug took in tow the schooner David Vance to tow her from some point near Wells street bridge to an elevator near Sixteenth street, on the south branch of the Chicago river, and while so in tow of the tug the schooner struck the abutment of the Adams street viaduct at the Adams street bridge, and broke it down and caused a portion of the viaduct to fall, thereby damaging, not only the viaduct, but several persons and some property on the viaduct at the time. One of the persons who has been cited to show cause why a decree of limitation of liability should not be entered is J. D. Chalifoux, who has demurred to the petition upon the ground that it does not show a case coming within the provisions of the section in question.

The question is an anomalous one. The counsel for respondent, in their brief, seem to rely mainly on the case of the Plymouth, reported in 3 Wall, 20. This case was where a steamer lying alongside a dock in this city took fire and the fire communicated to the packing house of Hough & Company, and destroyed it. A libel *in personam*, against the owners of the steamer, was filed by Hough & Company, to recover damages by reason of the burning of their warehouse, on the ground that it was a marine tort. The case was first heard before Judge Drummond, then district judge, who held that an injury by a ship or vessel to anything upon land was not a marine tort, and therefore admiralty had no jurisdiction in the premises. This case was affirmed by Mr. Justice Davis, sitting as circuit judge, and subsequently by the supreme court. It differs from the case now before me, in this: the only question there was whether that was a marine tort, and therefore within admiralty jurisdiction; but this case is essentially different in principle. It is upon a special statute limiting the liability of ship owners for damages done by their vessel. The section under which it is brought reads as follows:

Sec. 4283. "The liability of the owner of any vessel for any embezzlement, loss, or destruction by any person of any property, goods, or merchandise, shipped or put on board of such vessel, or for any loss, damage, or injury by collision, or for any act, matter, or thing lost, damage or forfeiture occasioned or incurred without the privity or knowledge of such owner or owners, shall in no case exceed the amount or value of the interest of such owner in such vessel and her freight then pending."

It appears from the petition that this schooner, while in tow of the tug, was, without the fault or privity of petitioner, so negligently or carelessly handled by the tug, that she struck the viaduct of the Adams street bridge, damaging the viaduct to some extent, and persons and property thereon, and that the aggregate of the damage to the viaduct, property, and persons exceeds the value of the tug. It is claimed, as the property injured was upon the land, and the offending thing upon the water, that the injury is not one contemplated by the act; but the language of the statute is very broad, and the supreme court has several times interpreted the purpose of Congress in passing this act, which was to encourage the building of ships, and to encourage commerce by giving to those who should build ships the assurance that they can only be made liable to the extent of the venture made in their ships; that if a man builds a ship for the purposes of commerce, equips and mans it in a proper manner, and sends it about the business of commerce, he shall only be liable to the extent of his investment in that property, unless the injury shall be occasioned by his privity or neglect. In entering the harbors of the lakes, and also upon the seaboard; vessels propelled by steam come in close proximity to the land; and suppose a steam ship, properly built and equipped, explodes her boiler by the carelessness of the engineer, the boiler having been properly constructed so far as the owner is concerned, in the vicinity of a large warehouse, thereby causing its destruction, through the negligence of the parties in charge of the ship, is the owner of the ship to be held responsible, in the light of this act, for the destruction thereby occasioned? The injury would seem to be such as would come within the language of the statute, and although the question is a new one, and has not been yet directly adjudicated upon, I am of opinion that the case made by the petition comes within the provisions of the statute, and entitles the petitioner to relief. The demurrer is therefore overruled.

CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

Written for the Marine Record.

PART XIII.

When an engineer ships a new "striker" the first instruction he gives him, after backing out, is how to carry the water, and the order is generally worded something as follows: "Carry two cocks scant," or "carry two cocks flush," or "just keep the water in the top cock on the upper side," these orders being given in accordance with the surroundings, combined with the special theory of the engineer.

In setting steamboat boilers they usually, on packets, set them slightly by "the head" so that the forward end will be the lowest when the boat is light. The engineer does this so that under all circumstances he will have the greater body of water in the end of the boiler where the most heat is. It is necessary then, for the engineer to watch the loading of the boat, so that he may know just how to carry the water under every condition and with every kind of load. After the striker gets his orders he generally regulates the "doctor" as it becomes necessary to do in order to carry water steady, and if he performs his duty carefully the engineer will say nothing to him although his ear and eye are ever on the alert to detect any wrong act or dereliction of duty. To carry the water properly requires skill and takes close and careful watching, and the following points are always to be considered: How often is it necessary to blow out, and whether the boat makes steam easy or not, and the condition of the water, and lastly the number of landings to be made.

A tow boat from New Orleans, bound up the river, will often run forty, sixty and even a longer number of hours and never stop an engine, hence, the engineer can regulate the "doctor" and never touch it unless he desires to "pump up in order to blow out." The same can be said of a packet so long as "they hold 'er out." But supposing she is under way and they come to a bar and have to run slow? In this case the pressure in the heaters having been lessened the "doctor," which exhausts into the same heaters as do the engines, naturally starts up a little faster, and the striker must at once run down from the foot box and slow her down, not to the speed she was when the slow bell came, but slower than that, for the speed necessary to supply under a "strong bell" will "pump up" under a "slow bell." It must be remembered also that when the boat passes from a strong bell to a slow bell, there is always a slight falling of the water in the boilers; hence, the changing of the speed of the "doctor" takes place at least at every landing and at many of the slow bells," though often a slow bell will be taken off before one has time to change the speed of the "doctor."

I remember my early experience in carrying the water, that is, in "punching the gauge cocks." I had learned to handle an engine, understood the bells, and had shipped striker on a three boiler boat, with twenty-two inch cylinders, eight-foot stroke. The boat was allowed one hundred and sixty-two pounds of steam, and it took it all to do the work. The three boilers were not enough for the engines. It was in the Missouri river and in low water when I was on her, and having had only a very few weeks experience in the engineer profession everything was new and wonderful to me. The engineer of this boat never permitted the striker to carry the water. He wanted the striker to "punch the gauge cocks," but he would regulate the doctor himself. The boat made steam hard, hence, when she got into a deep bend the steam would go away down and the water would go with it. In absolute ignorance of the cause, I'd "try the water" every few seconds, and look over at the engineer, who, it seemed to me, had forgotten or else never understood his business. Then I'd sometimes debate whether or not he would let the water go "plumb out of sight," and maybe blow up the boat. Once or twice, in pure desperation, I slyly started the "doctor" up a little, only to have the boss deliberately "slow 'er down." Just about the time I had concluded the engineer was crazy, there'd come a slow bell and at once the steam would rise to a blowing off point, and I always found about that time more water than I wanted. The boss never told me the reason why this strange condition in the water took place, nor do I imagine he ever once suspected that many a time I doubted his sanity. It may have been that my doubt as to his ability was a benefit to him, for he got the water tested more frequently than he could possibly have done by one more enlightened as to the requirements of the business and informed as to the true condition of the water in the boilers.

AMENDED STEAMBOAT RULES AND REGULATION.

TREASURY DEPARTMENT,
WASHINGTON, D. C. February 12, 1886.

At the annual meeting of the Board of Supervising Inspectors of steam vessels, held in rooms 92 and94, Corcoran building, Washington D. C., January and February, 1886, in pursuance of Sections 6, 9, 10, 14, 17, 22, 24, and 34 of Rule II; Sections 20 and 23 of Rule III; Sections 1, 3, 9, and 11 of Rule V; and Section 7 of Rule VI. All the amendments to the rules and sections enumerated having received the approval of the Secretary of the Treasury, (February 10 and 11,) have, under the provisions of Section 4405, Revised Statutes, all the force of law, and must be respected accordingly.

The attention of steam vessel owners is called to the following resolution of the Board, which, however, is recommendatory only:

Resolved, That this Board earnestly recommend, as an additional safeguard against accidents, that all steamers of twenty-five tons and over, navigating the waters of the United States flowing into the Gulf of Mexico, shall be provided with tubes of proper size, so arranged as to return the sound of engine bells to the pilot house.

The Board also adopted a new blank form of application for officers' licenses on Western and Southern Rivers, which are to be used as soon as printed by the Department, to the exclusion of the forms now in use, in the Fourth, Fifth, Sixth, Seventh and Tenth, Supervisigg Inspection Districts. They will be known as Form 2124*a*, (Western Rivers,) for masters, pilots, and mates; and Form 2124*b*, (Western Rivers,) for engineers. Local inspectors in the districts named will make special requisition for a sufficient supply for their respective districts. The Board authorized changes in the geographical division of the (Fifth) and (Eighth) Supervising Inspection Districts, as indicated in in the following description of said districts:

Fifth District embraces the Upper Mississippi river and its tributaries, above Keokuk, Iowa; the Red River of the North; and that part of the Missouri river and its

tributaries above Yankton, Dak.,) and all that portion of Lake Superior bounded by the state of Minnesota.)

Eighth District embraces all the waters of the lakes north and west of Lake Erie, with their tributaries, (except that portion of Lake Superior which is bounded by the state of Minnesota,) and also includes the upper portion of the Illinois river down to and including Peoria, Ill.

Following is the full text of the amended sections of rules. For the purpose of conveniently determining without comparison with them, as heretofore published, the changes are indicated by brackets [thus] enclosing parts that have been stricken out, while the new additions to the sections are in parenthesis (thus). JAS. A. DUMONT,
Supervising Inspector General.

RULE I.

Section 6, To ascertain the ductility and other lawful qualities, iron, 45,000 pounds tensile strength, and under, shall show a contraction of area of 15 per cent., and each additional 1,000 pounds tensile strength shall show 1 per cent. additional contraction of area, up to and including 55,000 T. S. Iron of 55.000 T. S. and upwards, showing twenty-five per cent. reduction of area, shall be deemed to have the lawful ductility. Section 4430, 4431, Revised Statutes.

(All steel plate of one-half inch thickness and under shall show a contraction of area, of not less than fifty per cent.)

(Steel plate over one-half inch thickness shall show a reduction of not less than forty-five per cent.)

Provided, however, (That steel plate required for repairs to boilers built previous to April 1, 1886, may be used for such repairs when showing a contraction of area of not less than forty per cent.)

RULE II.

Section 6. No braces or stays, hereafter employed in the construction of boilers, shall be allowed a greater strain than six thousand pounds per square inch of section, [and no stay-screw bolt shall be allowed to be used in the construction of marine boilers where used in salt waters, but such screw-stay bolts may be used in staying the fire-boxes and furnaces of such boilers, and not elsewhere, when used in fresh waters, when in the opinion of the local inspectors it can be done with safety,] (and no screw-stay bolt shall be allowed to be used in the construction of marine boilers in which salt water is used to generate steam. But such screw-stay bolts may be used in staying the fire-boxes and furnaces of such boilers, and not elsewhere, when fresh water is used for generating steam in said boilers.)

Section 9. Last two paragraphs. Lap-welded flues [less than 7 inches in diameter, and not less than 3 inches in diameter, shall have a thickness of material of not less than 14 inch. All tubes less than 3 inches in diameter shall have a thickness of material of not less than 12 inch. But in no case shall this rule be construed as allowing any greater pressure on any boiler than that regulated by law on the cylindrical shell of the boiler according to its tensile strength] (7 inches in diameter and less, shall be in accordance with the following table of thicknesses:)

Dia. inch	Inch thick.	Dia. inch	Inch thick.	Dia. inch	Inch thick.
7	.165	6	.165	5	.148
4½	.134	4	.134	3¾	.120
3½	.120	3¼	.120	3	.109
2¾	.109	2½	.109	2¼	.095
2	.095	1¾	.095	1½	.083
1¼	.072	1	.072		

CORRUGATED FURNACE FLUES.

Section 10. New paragrap at end. (The strength of corrugated flues, when used for furnaces on steam chimneys,—corrugation not less than 1½ inches deep,—and provided that the plain parts at the ends do not exceed 6 inches in length, and the plates are not less than 5-16 thick, when new corrugated and practicably true circles, to be calculated from the following formula:)

$$\frac{12500}{D} \times T = pressure.$$

T=Thickness in inches.
D=Mean diameter in inches.

Example: Given a corrugated flue 40 inches mean diameter, ½ inch thick; required, the pressure allowed by inspectors:

$$P=\frac{12500}{D}\times T \quad \frac{12500\times.5}{40}=\frac{6250.0}{40}=156 \text{ pressure.}$$

Section 14. Vertical tubular boilers shall not be used on steamers navigating the Red River of the North and rivers whose waters flow into the Gulf of Mexico, unless the water line is two inches above the upper end of the tubes and fire-line. Section 4405, Revised Statutes.

[Vertical tubular boilers, built after September 1, 1885 shall not be used on steamers, upon any navigable waters of the United States, unless the water line is at least two inches above the upper end of the tubes and fire-line.]

Section 17. All boilers hereafter placed in steamers shall have a clear space of at least eight inches between the underside of the cylindrical shell and the floor or keelson.

[All man-holds for the shells of boilers shall have an opening not less in diameter than 11 by 15 inches in the clear.]

(All man-holes for the shell of boilers shall have an opening not less in diameter than 11 by 15 inches in the clear, except that boilers less than 34 inches diameter of shell have an opening in the clear, in man-holes of not less than 9 by 14⅞ inches; all boiler shells between 34 and 38 inches diameter, an opening, not less than of 9 by 16 inches, and all boiler-shells between 38 and 48 inches in diameter, an opening not less 11 by 15⅞ inches.)

Section 22. All steamers shall have inserted in their boilers plugs of banca tin at least one-half inch in diameter at the smallest end of the internal opening, in the following manner, to wit: cylinder boilers with flues shall have one plug inserted in one flue of each boiler; and also one plug inserted in the shell of each boiler from the inside, immediately before the fire line, and not less than four feet from the forward end of the boilers. All fire-box boilers shall have one plug inserted in the crown of the back connection, or in the highest fire service of the boiler. All upright tubular boilers used for marine purposes shall have a fusible plug inserted in one of the tubes, at a point at least two inches below the lower gauge cock, [and at least twelve diameters of the tube above the lower crown sheet,] and said plug may be placed in the upper head-sheet when deemed advisable by the local inspectors. All fusible plugs, unless otherwise provided, shall have an external diameter not less than that of a one inch gas or steam pipe screw-tap, except when such plugs shall be used in the tubes of upright boilers, plugs may be used with an external diameter of not less than that of a three-eighths of an inch gas or steam pipe screw-tap, said plugs to conform in construction with plugs now authorized to be used by this board; and it shall be the duty of the inspectors to see that these plugs are filled with banca tin at each annual inspection. Section 4418, Revised Statutes.

Section 24. Paragrahp 17. [And safety-valves on donkey and auxiliary boilers on steam vessels shall be required to have the same area in proportion to grate surface as that required for safety valves on the main boilers.] (Donkey boilers used on all steam vessels for driving pumps, hoisting engines, electric lights, or other purposes, must be inspected the same as the main steam boilers, and supplied with water and steam gauges, and the safety valves must comply with the same regulations as the main boilers.)

Section 34 (New.) All holes cut through the bottom or bilge of a steam vessel that are covered by a sea valve or cocks, and secured to the skin of the vessel by bolts and connected to the engine and boilers by pipes, shall be arranged so as to be accessible at all times, so that if a leak or defect occurs it can be reached.)

(Said valves, seats, stems, and bolts shall be of brass when used in salt water.)

(A stop cock or valve shall be placed between check valve and boiler on all feed pipes, in order to facilitate access to connection.)

(When a hole is cut in a boiler, hereafter built, it shall be strengthened around the opening with iron of equal strength to that removed, providing said holes are six inches and larger on boilers carrying a pressure of 100 pounds and upwards.)

RULE III.

Section 20. Barges carrying passengers, in tow of steamers, and engaged in excursions, shall be supplied with twenty-five life preservers, ten buckets, and three axes, and one or more yawl boats.

[All barges in tow of steamers (except upon the Red River of the North and rivers whose waters flow into the Gulf of Mexico) between sunset and sunrise shall have their signal lights as required by law placed in a suitable manner on the bows of the outside forward boats, namely, a green light on the starboard bow of the starboard barge, and a red light upon the port bow of the port barge, when two or more barges are being towed side by side. Said lights shall not be less than ten feet above the surface of the water. When being towed singly, said barge shall have the red and green lights as required by law, said lights to be not less than ten feet above the water.]

Section 23. New. (All open steam launches or other steam vessels of five (5) tons burden or less, carrying passengers, may dispense with the life boat when such vessels are provided with metallic air-chambers placed under the seats and in the ends of said vessels of sufficient capacity to float the inert weight of said vessel, including her boilers and machinery, and such vessels shall also be provided with one life preserver for every person which the inspection certificate shall allow them to carry, including the officers and crew, and every such steam vessel carrying fifteen passengers or less shall carry at least two fire buckets and one axe.)

Section 1. Before an original license is issued to any person to act as a master, mate, pilot, or engineer, he must personally appear before some local board or a supervising inspector for examination; but upon the renewal of such license, when the distance from any local board or supervising inspector is such as to put the person holding the same to great inconvenience and expense to appear in person, he may upon taking the oath of office before any person authorized to administer oaths, and forwarding the same, together with the license to be renewed and Government fee, to the local board or supervising inspector of the district in which he resides or is employed, have the same renewed by the said inspectors, if no valid reason to the contrary be known to them; and they shall attach such oath to the stub end of the license, which is to be retained on file in their office.

(And inspectors are directed, when licenses are completed, to draw a broad pen and red ink mark through, all unused spaces in the body thereof, so as to prevent, so far as possible, illegal interpolation after issue. (Section 4445, Revised Statutes.)

Section 3. Engineers on high pressure steamers navigating rivers shall be designated [as first and second engineers. First engineers shall rank as chief engineers.] (as chief engineers,) H. P., assistant engineers, H. P., and special engineers H. P.

[Second] (assistant) engineers may act as first engineers on high pressure steamers of one hundred tons burden, and under, of the class and tonnage, or particular steamer for which the inspectors, after a thorough examination, may find them qualified. In all cases where [a second] (an assistant) engineer is permitted to act as first engineer, the inspectors shall state on the face of his certificate of license the class and tonnage of steamers, or the particular steamer, on which he may so act.

Section 9. Masters and pilots of passenger steamers shall exclude from the pilot house of such steamers while under way, all persons not connected with the navigation of such steamers, except officers of the Steamboat Inspection Service, licensed officers of steamboats, [and] persons regularly engaged in learning the profession of pilot, (officers of the United States Coast Survey, Lighthouse Service, and engineer officers connected with the improvement of rivers and harbors.) The supervising inspectors, however, shall have the power, if in their judgment it will not endanger life on board of such passenger steamers, to grant permits authorizing the masters of such steamers, except when such steamers are making excursions under permits granted by the inspectors, to allow a limited number of such persons, as they may deem proper, in the pilot houses of such steamers between the hours of sunrise and sunset, on the condition that such person will not, in any way, interfere with the pilots in the performance of their duties. In case of any violation of the conditions of any such permit, it shall, upon demand, be surrendered to the supervising inspector having jurisdiction, and no such permit shall again be issued to any such master by any supervising inspector, except the supervising inspector of the district to whom it was surrendered, and not by him until it shall be shown to his satisfaction that all the provisions of such permit will thereafter be complied with.

The master of every passenger steamer shall keep three printed copies of this section of Rule V posted in conspicuous places on such steamer, one of which shall be kept posted in the pilot house.

Such printed copies shall be furnished by the Treasury Department to local inspectors for distribution among the passenger steamers of their respective districts.

Section 11. Inspectors are forbidden to issue original licenses to pilots who cannot read and write Inspectors having jurisdiction over the Red River of the North and rivers whose waters flow into the Gulf of Mexico are forbidden to issue original licenses to pilots for routes extending beyond [their official jurisdiction, but shall furnish applicants with copies of their application, or other credentials, the original being filed in their offices, which shall be presented to the inspector or inspectors having official control over the remainder of the route, who shall examine the applicants, and, if they shall be found qualified, indorse their official approval on such licenses] (these rivers.)

RULE VI.

Section 7. Certificates of inspection for any period less than one year shall not be issued. Inspectors issuing a permit to a steamboat to proceed to other ports for repairs must state upon the face of the same the condition upon which it is granted, and whether the vessel is to be allowed to carry freight or passengers, the quantity and number: (Provided, however,) That no steam vessel whose certi0cate has (expired) will be permitted to carry passengers or freight while (en route) to another port for repairs. Section 442[illegible], Revised Statutes.

(When under Section 4456, Revised Statute, where steamers obtain a permit from the local inspectors of a district to go from their district to another to make repairs, that said local inspectors shall notify the supervising inspector of their district, stating the repairs to be made on said steamer. And the supervising inspector shall notifiy the supervising inspector of the district where such repairs are to be made, together with a copy of the repairs ordered on said steamer.

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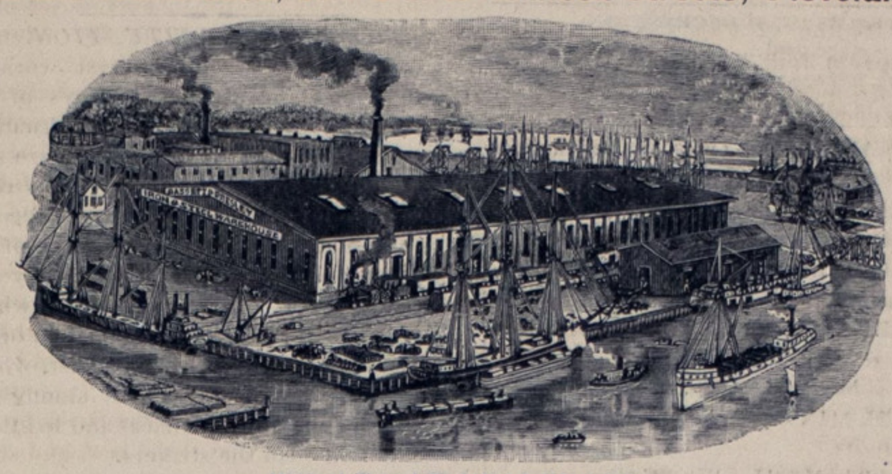

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 6, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	§4 46 P M	*4 51 P M
Local Freight.....	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.
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Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.
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The barge Sylvia Morton, laid up at Springwells, Detroit, is offered for sale cheap. She was largely repaired and calked last season. Length 123 feet, breadth 25 feet, depth 9 feet and measures 179.40 tons.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MARCH 11.

LAKE CARRIERS' ASSOCIATION.

While the first annual meeting of the Lake Carriers' Association was not as fully attended as it should have been, not as much interest taken in the deliberations at other lake ports generally, all the owners in Buffalo were present. Several unavoidable circumstances combined to keep the Cleveland board away, the absence of Captain T. Wilson in California, of Mr. H. M. Hanna in Europe, and the death of Captain Alva Bradley. Affairs incident to the present season possibly caused the absence of representative men of other ports along the lakes.

President S. D. Caldwell submitted his report, which is a carefully prepared paper, directing the attention of the meeting to the many evils which now prevail in the lake carrying business, viz: The Canadian wrecking laws, necessary improvement of the Sault canal, article 30, of the Treaty of Washington, bearing on the privileges of the coasting trade heretofore enjoyed by Canadian bottoms, (freely discussed in the columns of the MARINE RECORD), a uniform bill of lading, Buffalo grain shoveling charges, grain shortages, and the bearing of Judge Brown's decision thereon, the need of a light and fog whistle on Squaw island, and other matters of much interest to lake navigators. All of these questions are of vital importance to vessel owners and much credit is due the association for the vigorous manner in which it has brought the evils to the attention of the president and other appropriate government officials. We, therefore, urge again upon all vessel owners around the lakes the necessity of giving to the association their undivided support and confidence, knowing full well that by increased numbers and undivided influence the association can be made a power for good.

No one to-day can deny the need of an association of this nature, a congress of marine men, as it were, and no one can fail to outline the good effects it may have on the prosperity of lake carriers. The one question of grain shortage and shoveling is a sufficient argument for organization. Heretofore a vessel master dare not sue for recovery of moneys deducted from his freight bill for the reason that he would be blacked by the elevator people. If an association of this nature take the matter up it immediately assumes a different phase. To put the evil of shortage in a proper light, we print the following table, taken from the report of the Merchants' Exchange weighmaster:

	Bushels.	Short.	Over.
Wheat	17,036,800	12,046	5,780
Corn	15,972,000	5,210	6,173
Oats	554,600	612	28
Rye	234,600	157	21
Barley	160,200	103	75
Flax Seed as settled	2,140,500	505	105
Note—Flax Seed per manifest	2,141,054	2,293	1,363

The board of managers elected for the year 1886 7 are as follows: Thomas Martin, Oswego; S. D. Caldwell, W. Bullard, David Donaldson, James Ash, Buffalo; Frank J. Firth, Erie, Pa.; E. T. Evans, Buffalo; Thomas Wilson, M. Bradley, H. M. Hanna, Cleveland; A. W. Colton, Toledo; Eber Ward, James Millen, Detroit, Mich.; James Davidson, Bay City, Mich.; Joseph Austrian, Ira H. Owen, W. M. Egan, Chicago; R. P. Fitzgerald, David Vance, Milwaukee, Wis.; Alexander McDougall, Duluth, Minn.

The association then elected officers as follows.

President, S. D. Caldwell.

Vice President, (Buffalo,) Hon. James Ash.

Vice President, (Erie,) Frank Firth.

Vice President, (Detroit,) James Millen.

Vice President, (Chicago,) W. M. Egan.

Secretary, Francis Almy.

Treasurer, James Cary Evans.

THE FREIGHT SITUATION.

In reviewing the influences at work in the field and the various features of the combination bearing on the freight situation, it is safe to say that vessel owners are still masters of the market. The coke strike, which was forced for a purpose, failed to have any material influence from lack of co-operation and on account of jealousy between the great operators, some of whom succeeded in turning out material in order to take advantage of a rising market, which caused a feeling of uneasiness among the operators of the quiet furnaces and led them to compound with the strikers.

Regarding other labor troubles through the country, much could be said of their influence on the lake carrying business, as they will have more or less effect in unsettling markets. As efforts at arbitration on all the questions at issue are being made, it is to be believed that the difficulties will be settled before the opening of navigation, and their ill effects be overcome before the docks at the ore centers of the Lake Superior region are ready for work. The same condition regarding the wage question in this country at the present time obtains in England and other European countries, and the relative position of the laboring class and those who employ labor is fast assuming a false bearing, but from opposite causes. For instance, the war of wages on the part of the workmen of England is caused by stagnation of trade, a condition through which this country has been passing during the past two years, and from which we are just emerging, while on the part of the skilled workmen of this country the prospects of a more prosperous year and larger profits for manufacturers, have been used, as we have said, as a pretext to unsettle business. New industries are starting up everywhere, notwithstanding the increased cost of manufactured articles, in the belief that productions will continue to bring increased prices.

Large orders for ship building and for the construction of machinery have been placed, but if these contracts can not be carried to completion on account of the disaffection of labor, the country is in quite as bad a condition as it was during the past few years of depression, and the goose which was about to lay the golden egg will be murdered by those who should have protected her. These things all have their bearing on the freight situation, and while the American skilled workman and manufacturer have the genius to suit their wares to every market, they will again be driven to the wall because they can not harmonize.

THE OPENING

A telegram of the 8th inst. from Cheboygan, says, the weather has been mild for several days, and the ice in the straits is covered with water and is becoming porous. Water is visible a short distance from here on Lake Huron. Later advices say that the ice is moving out of the straits. The ice in the Sault is very soft and will readily yield to the insinuating influence of the sun and warmer winds. The Detroit river is clear of ice. Ice is rapidly disappearing from the rivers and harbors, and quite a lively and exciting time was had opening up the Saginaw river, by the tug Anna, Captain Allan McLean, which is reported by our Saginaw correspondent, as follows: After passing the F. & P. M. railroad bridge a barrier of ice was met which, however, proved no great obstacle to the passage of the tug, which proceeded foot by foot, the ice in some places being six inches in thickness, to a point north of the southern limits of Owen's boom and then directly across the river to the slip at Gould's mill. Piece by piece the frozen surface of the river was broken up, blocks from two inches square to twenty feet wide split off the unbroken field, and an open channel was finally made. The Theo. Perry, frozen in, was the objective point of the tug and its crew, and she was taken in tow and reached port in safety.

All of these conditions, duly considered, with the present mild weather to sustain them, the opening of navigation will not be long delayed, and the middle of April will possibly see ore laden vessels arriving at our docks from Escanaba, and those who are loaded with contract ore will be able to get in an extra trip.

IN the MARINE RECORD edition of January 22, 1885, the principal features of the Reagan inter state commerce bill were given and the course of the bill before congress outlined. The present condition of the bill apparently bears out the assertions made at that time. It has again been favorably reported on and is before the house for action. It is believed that the enactment and enforcement of the bill will abridge the powers of the great railroad corporations in favor of the producer, shipper and lake carrier. An amendment to the bill provides that a fine of two thousand dollars shall be imposed upon railroad officials violating the act. A new paragraph is also inserted at the instance of Representative Weaver, intended to fit the cases of the Grand Trunk railroad, as follows: Any company receiving freight in the United States for shipment through foreign countries, the ultimate destination of which is some place in the United States, shall keep posted in a conspicuous place at the points of shipment a schedule giving the through rates to points in the United States beyond the foreign territory. A failure to do so shall subject the company to the penalties fixed in the bill, and any other shipment into a foreign country and reshipments into the United States, the through rates on which have not been published as required by the act, shall, on reaching the United States, be subjected to customs duties as if it were a foreign production.

ON another page will be found the amended rules adopted by the supervising inspectors at their recent meeting in Washington. It will be acknowledged that many of the amendments have improved the existing rules, and will possibly have the effect of lessening the loss of life and property if strictly complied with.

NEXT week we will publish the report and address of President S. D. Caldwell, Lake Carriers' Association in full. Also the details of the Buffalo Merchants' Exchange Weighmasters' report, as both papers contain matter of much interest to owners and masters.

IF all Chicago subscribers who missed their MARINE RECORD last week will call sat Gray's news depot, 9 West Randolph treet, they will be supplied with t hem free.

THE SHIP CARPENTERS' STRIKE

The Detroit Free Press, March 10th, puts the situation of the ship carpenters' strike at that port as follows:

The striking ship carpenters are still very firm in their position against Mr. Craig, and equally hopeful as to a result satisfactory to them. The seven men from Canada, detained as witnesses against Mr. Craig, will remain until the case is settled and yesterday a committee waited on District Attorney Black to urge him to immediate action in the case. The other men, thirty in number, will be sent home to-day in a special car at a cost of about one-fourth of the cost of thirty second-class passages, and the expense will be met by the Executive Committe of the Knights of Labor.

A committee also visited Alex. McVittie and asked him if he was willing, as representative of the Detroit Drydock Company, to submit the case to arbitration. Mr. McVittie expressed his willingness to do so under certain conditions, and the committee made a report accordingly.

Yesterday afternoon Chene Hall was filled to its greatest capacity. Representative Long called the meeting to order, saying that in a letter written by Mr. McVittie to the Detroit newspapers that gentleman says that even should the matter be submitted to arbitration the men, it was his opinion, would not abide by that decision. The striking ship carpenters, Mr. Long said, had been to true too their promises—more so than any corporation. He requested any man in the hall who had contracted to work for Mr. McVittie for $2 per day to step forward. At this four stalwart Frenchmen arose from the group and said that they were promised by Mr. McVittie $2 per day until the vessel on which they were then at work was finished. The men said that they had made no contract whatever, written or verbal, with Mr. McVittie. Mr. Long then asked the men to rise who had made a contract, written or verbal, with Mr. McVittie. At this every man arose. He then asked in case arbitration was submitted to them, how many would abide by that decision? Again they all arose and shouted affirmatively.

Mr. Long spoke in a feeling manner of the Canadian laborers who had been induced to leave their homes under the false representations of Mr. Craig or his agent. The Executive Committee have decided to make no further advances until they have received from Mr. McVittie of the Drydock Company a statement explaining what is to be done.

Captain Millen, manager of the Star Line decided to send the steamer Northwest to Captain Jenkins' yard to have her completed. It will be necessary to pay fifty per cent. duty on her repairs, but the steamer must be ready for business at the opening of navigation, no matter what it costs. The Star Line had no contract with the Drydock Company, and were in no way responsible for the strike, but were being made to loose heavily by the delay. It is thought that there will be very little trouble experienced in getting the steamer in shape as soon as she is wanted.

Plans were prepared some time ago fo ar large double end steamer intended for winter navigation at the Straits of Mackinac. It was found in attempting to keep a passage open by the steamer Algomah that when it was impossible to proceed head first into the ice some progress could be made by backing into it and grinding the ice with the steamer's screw. Profiting by this experience it was decided to build a steamer with a screw at each end in other ways equipped for winter navigation: The steamer is wanted for next winter's work. The Detroit Drydock Company was asked for figures on building this steamer. All the successful ice crushing steamers in use on the lakes were built here, and it was almost certain that this one would also be constructed at a Detroit yard, but the gentlemen declined to figure on the work and to-day a gentleman interested in the new steamer leaves for Cleveland and Buffalo to get figures from the shipbuilders there. It is very likely that the new steamer will be built at Buffalo.

[*Around the Lakes Continued from 1st Page.*]

SANDUSKY.

Special to the Marine Record.

In mentioning the different craft undergoing repairs here the past winter, we failed to mention the steamer Bessie. She will receive a fresh coat of paint in a few days, when the green timber placed on her in the way of repairs will disappeared.

Postmaster Keyes, Collector Rude and Homer Goodwin, the latter a prominent Sandusky attorney, have been in Washington for several days, seeing to the interests of our harbor. The appropriations of late years have been inadequate.

The steamer American Eagle, after numerous unsuccessful attempts to reach the Island, succeeded in getting to Kelleys Island Saturday evening, where she laid over until the following morning, when the trip was continued to Put-in-Bay with considerable difficulty. A channel having been thus made she experienced very little trouble in returning to this port Monday, laden with freight that had accumulated since the heavy ice prevented her running. A large number of passengers were aboard and considerable fish were sent over by the Island fishermen. F. K.

LUDINGTON.

Special to the Marine Record.

The steamer John D. Dewar has commenced running from here to Pentwater.

The steamer Marshall F. Butters is being fitted up for business, as are also the tugs Aldrich and Sport.

The railroad steamers are making regular trips between here and Milwaukee. They report very little ice. D.

WINDSOR, ONT.

Special to the Marine Record.

The steambarge Ada E. Allen, Captain John Weston, will have her machinery and boiler overhauled.

The steamer City of Dresden, Captain N. J. Wygle, has had a rebuild, amounting to nearly $3,000, comprising some new frames, new guards, deck frames and bulwarks. Her cabin has been extended, and two new state rooms added. She will run on her old route between Windsor, lake shore and Pelee island.

The schooner Persia, Captain Peters, has received new bulwarks all around, a new stern, and repairs to her cabin.

The scow Keepsake, Captain Thomas Lucas, is getting new decks and general repairs. WILLIAMS.

OSWEGO.

Captain F. I. Merryman & Co., wreckers, of this city, have been awarded the contract by the Pool insurance companies, of Buffalo, to release the propeller Oconto, now ashore at Charity Islands, and deliver her in the drydock at Bay City. Work will be commenced as soon as the ice and weather will permit. Captain Merryman, who has investigated the condition of the boat, is sanguine of the success of the enterprise.

ERIE.

The contract for deepening and widening the channel to the Pittsburg docks at this port has been awarded to Lewis Lynn Work will be commenced as soon as the ice is out, and the channel will be deepened so as to admit schooners of the largest size.

Captain Hodgson, of the revenue cutter Perry, has asked the Revenue Department for a chief engineer.

DETROIT.

Special to the Marine Record.

March 9.—Strange as it may appear very little has been accomplished thus far in this immediate locality in making arrangements for the various steamboat lines beyond what you have already been informed, while the appointments are far from being completed.

The contention between the shipbuilders and ship carpenters has become monotonous, and beyond a few incidents is hardly worth enlarging upon, yet it is as apparent as ever that this state of things is working great harm to both parties. A rather important feature of the whole affair is the charge that has been made against John Craig, the Trenton shipbuilder, and which is now being investigated, that he has been instrumental in importing foreign labor, by inducing a gang of ship carpenters from Lower Canada to come on here and fill the places of the strikers. The statute not long since enacted, bearing upon the question, is very stringent and attached to which there is a severe penalty. Mr. Craig, as scores of others might do, plead ignorance as to the existence of such a law, and was ready to make to any amends which might reasonably be required, even to going to the expense of sending back the foreign supply whence they came.

The dismantled steamer Northwest, on Saturday last, was towed from the Detroit drydock by the tug J. L. Miner to Jenkins' shipyard, on the opposite side of the river, as was stated at the time, for the completion of her repairs. But later on the statement has been emphatically contradicted by Captain James Millen, manager of the Star line, to whom she belongs, and that she was taken there without his knowledge or consent and that he was not aware of such a proceeding until the following day. The cause of the removal of the Northwest by the Detroit Company was to make room for the railway steamer Transit to enter the dock for repairs to her machinery, hence the development of a molehill into a mountain. Captain Millen has determined that no further work shall be done to the Northwest until all disputes are definitely settled between the Drydock Company and the strikers and to the entire satisfaction of each. So far as outsiders are concerned this ends the chapter regarding the troubles at this point.

Captains Eber Ward and James Millen have gone to attend as delegates at Buffalo the Lake Carriers' Association which takes place the present week, when matters of more than usual interest in navigation will be introduced.

Parties were here a few days since inviting bids for the construction of a double ender steamer for service at the crossing in Mackinac Straits, but owing to the confused condition of affairs here no proposals could be entertained and it is said they proceeded on to Buffalo, via. Cleveland, at one of which ports the contract will be carried out.

The new steamer City of Cleveland, it is stated, will have her walking beam placed in position the present week.

J. C. Goss, the well known sail maker here, has a large force of men actively employed in his sail loft and will soon if required have extra men added to the present force. The contracts at present on hand are complete suits of sails for two four masted barges now in process of construction at Bay City, and also the required outfit for Captain Eber Ward's new steamer, building at the same place, and which includes the wire rigging for all the contracts he has on hand. He has also the furnishing of the requisite sails and outfit for Captain Pringle's three-masted barge now building at Craig's yard in Trenton. He is also preparing the outfit for the new steamer City of Cleveland and the United States government steamers laid up at this port. T. W. Noble is making a foresail for the barge W. Vanatta and some head sails for the schooner Atmosphere.

During the week three sales of vessel property have taken place in this city. The schooners E. A. Nicholson and Michigan were sold by S. Pridgeon & Son to J. Emory Owen, of this city, the price stated to be $50,000. The former was built at Port Huron in 1872 and is 721 tons burden. The Michigan was built at Detroit in 1874 by the Detroit Drydock Company and is the best sail vessel ever launched at this port or perhaps elsewhere. She registers 1030 tons. The other sale above referred to was the steam barge Ira Chaffee to John Sullivan, of this city, the price stated to be $6,000. She was built at Allegan, Michigan, in 1867, and is 369 tons.

The movements in court circles are somewhat slow and uncertain, more especially as regards decisions, several of which are at present held in abeyance. A decision was rendered the other day by Judge Brown, important in its bearings, which arose as follows: On November 10, 1883, the propeller St. Paul took fire during the voyage from Buffalo to Duluth and was scuttled at or near Detour to extinguish the flames. She was raised and brought to Detroit at heavy cost and soon after arriving here the fire broke out and again the steamer was scuttled. She was insured in several companies, nine of which paid their proportion of the fire loss, but declined paying the marine risks, averring that they were not liable for the expense of raising the boat after she had been scuttled at Detroit. Suits were accordingly entered for this claim. Judge Brown, the other day, ordered a verdict for defendants. The verdict for the plaintiffs on a former trial was set aside by Justice Matthews, and Judge Brown did not find any new testimony in the present suits to warrant a verdict against defendants.

The Detroit river is again unincumbered by ice, and the ferries are plying without unnecessary delays. The ice has disappeared beyond Sandwich Point.

Parties were here the other day negotiating for the purchase of the schooner J. C. King, 512 tons burden, owned in this city, but as no figures could be agreed upon, the purchase was not made.

Captain George Wilson, who commanded the propeller E. K. Roberts last season, will sail, this year, the steambarge A. A. Turner, which he formerly owned and sailed.

The steamship Chauncy Hurlbut retains the same officers as last season, Captain P. C. Basset,tEngineer Charles Marjough; steamer Mineral Rock,same appointments; schooner Senator, Captain Anderson; barge Bolton, Captain Lemayn; steamship S. J. Macey, of P. J. Rulp & Co.'s line, Captain M. W. Gotham, her consorts not fully decided on; schooner Swallow, Captain H. B. Hawkins; A. Boody, Captain G. Kumm. These vessels belong to Captain Grummond. Schooner Smith & Post, Captain J. Henderson; Groton, Captain C. Henderson.

There are not a few skippers over whom dark clouds seem to be resting and just where they ultimately expect to fetch up is what they don't know. The recent sales of various craft have left several out in the cold.

River pirates have commenced making their rounds, visiting various craft, caring little and paying little respect as to what they can lay their hands on. HALL.

WYANDOTTE.

Special to the Marine Record.

At the iron shipbuilding department of the Detroit Drydock Company at Wyandotte, there is being built a composite barge 240 feet over all, 36 feet 6 inches beam, 21 feet moulded depth. Her frames witl be of 3x4½ angle iron, reverse frames 3x3. She will have five continuous keelsons running her full length, constructed of heavy iron angles and plates. Her topsides above the load line will be iron plating and she will have diagonal plates from the bilge to the sheer strake. Her lower deck beams will be of iron and her upper deck of wood. She will have seven massive webb frames, molded 20 inches, iron water tight bulkheads. Her planking, from the load line down, will be of 6 inch oak. She will have two center board boxes, one forward, the other aft, placed in those positions, as she will probably be converted into a steamship at some future time. She will also have a stern pipe placed in her. She is being built for E. M. Peck, of Detroit, from plans furnished by F. E. Kirby, under the supervision of F. A. Kirby. Her frames are all up and she will be completed about May 1st.

WILLIAMS.

MT. CLEMENS.

Special to the Marine Record.

Wm. E. Hall, shipbuilder, is converting his barge Nellie into a passenger steamer by adding cabins, etc., to her. She is 115 feet over all, 25½ feet beam, 8½ feet depth of hold. Will have a steeple compound engine 14x20 and 24x20, a boiler of steel 6 feet 3 inches by 14 feet and a 6 feet 3 inch wheel. She will run between Mt. Clemens and Detroit, and make excursions on the Detroit and St. Clair rivers.

The steambarge J. S. Ruby, Captain J. S. Ruby, is receiving some general repairs and calking and a fresh coat of paint.

The steambarge being built here by Archie Stewart for the Tonawanda Barge Line Company, under the superintendence of Captain Wm. Dulac, who will be part owner and commander of her, is 200 feet over all, 33 feet 6 inches beam, 12 feet depth of hold. She will be a very strong and handsome boat with extra strong keelsons and in addition to being edge bolted Captain Dulac has devised a plan to increase her strength by driving iron wedges 3 inches wide by ¼ inch thick through the ceiling at the seams, about three feet apart. This is a new theory in ship building, and will take the place of iron strapping or treenailing. She will have a high pressure engine 28x36 and a boiler of ¾ inch steel 10x16 and a 9½ feet Trout wheel, and the American Ship Windlass Company will supply her with one of their latest improved steam windlasses

WILLIAMS.

PORT HURON.

Special to the Marine Record.

H. N. Jex, will go to Garden River as soon as the weather permits and get the iron ore out of the barge George D. Russell, about 1200 tons, and raise the barge. He purchased her last fall from Smith & Davis, insurance agents, Buffalo.

David Robeson, ship chandler and sail maker, is very busy making new sails for a number of vessels.

The Wolverine Drydock Company, are giving the barge Dunford, new topsides, bowsprit and jibboom. The tug Merrick will go into dock for new garboards and recalking. The steambarge Fred McBrien was in dock and received new steel arches and a thorough overhauling and the steambarge Concord for a rebuild.

At Dunford & Alversons, shipbuilders, the steambarge Yosemite is in drydock where she has received new cants, ceiling and bilge keelson forward, new main rider keelson and sister keelson her whole length; two new keelsons running one on each side of her boiler to her faintail, set of steel arches 16 inches wide ⅝ inches on her ceiling from rail down to keelson, 4 inch plank arch through her center her whole length on the stanchions, 4 inch plank on each side of the stanchions, 3 strakes on each side, an iron arch 16x¾, two strakes one on each side, new hatch combings timbered up solid to the rail, some new rail and outside plank, all new bulwarks and a general overhauling and recalking. Captain W. D. Neal who commands her is overlooking the work. The steambarge Oscoda got new deck and part new deck frames, new hatches and hatch combings, set of steel arches on sides 16x⅝ and one in the center, 2 strakes 6x¾ some new rail and bulwarks, new cabins on main deck forward and a general overhauling The barge Louie Neil will receive new keelsons, new floor frames and two 18 inch steel arches on ceiling; the barge Roberts some rail and stanchions and some plank outside; barge City of the Straits some general repairs; barge Sonora, Captain Jas. Van Slyke, will receive new set of cants aft, ceiling and planking on the stem, new set of keelsons, a plank arch on stanchions 12x¾ on each side, a general overhauling and new wire rigging.

The schooner Alverson is here with nearly 50,000 bushels of grain ready for the opening of navigation. She is a splendid vessel and a very large carrier.

Del Alverson of the firm of Dunford & Alverson, was made more than usually happy, by the arrival at Port Huron of a son weighing 9 pounds and upwards.

The board whose duty it was to name an inspector of hulls for Huron district, in place of Captain Leighton, resigned, is composed of United States Judge H. B. Brown, Collector Bancroft, and Supervising Inspector W. M. Daly. The board met in Detroit on Wednesday, and designated Captain E. Fitzgerald, of this city, for the position. The appointment was kindly received in the city and generally approved by our citizens. There seems to be a general of opinion that the captain, from his eminent qualifications to discharge the duties of the office satisfactorily, and his unswerving devotion to the Democratic cause, was fairly and fully entitled to the recognition thus given him. Captain Fitzgerald, the successful candidate for hull inspector of Huron district, is the proprietor of Fitzgerald shipyard, in this city. He was born in 1818 and came to this country in 1834 and to Port Huron two years later. At first he engaged in lumbering and helped to build the first saw mill at Fort Gratiot. Afterwards he went on the lakes and engaged in sailing until 1866, when he established the shipyard and engaged in ship building. He was one of the earliest settlers and has held many important civic positions. He has been mayor, supervisor, alderman and controller, and always discharged every duty zealously and faithfully. Here's to his success, and may he live long and prosper. WILLIAMS.

ESCANABA.

The lighthouse on Sand Point, Escanaba, was destroyed by fire Friday morning. When the fire was discovered, about 1 o'clock, nothing could be done to save the building or contents, as the flames were bursting from the roof, windows, and doors. Mrs. Mary G. Terry, the light keeper, perished in the house. The fire is supposed to have caught from the furnace, as it was in bad order. Others advance robbery and murder as the cause, as Mrs. Terry was a woman of means and lived alone. Only a small portion of the skull and a few bones were recovered. The lighthouse was completed May 13, 1868, and Mrs. Terry has had charge of the light since that time. Mrs. Terry was 69 years of age.

TRENTON.

Special to the Marine Record.

John Craig and Son, shipbuilders, are building a barge 225 feet over all, 37½ feet beam, 16 feet depth of hold, for David Whitney of Detroit. She will be consort to the steamship D. C. Whitney. She is in a forward state, her ceiling and deck frames are in, and some of her outside planks are on. Captain R. Cuson is superintending her construction.

The firm are also building a steamship 265 feet over all, 40 feet beam, 22 feet depth of hold, for Captain Barney Wild of Detroit. She is about one-half in frame. She will have a fore and aft compound engine 27 and 50x48, and a steel boiler 11 feet shell, 16 feet long, which will be built by the Detroit Drydock Company.

The schooner John Jewett, owned by Captain Wm. G. Deeg and Henry Houghton of Detroit, has had a thorough rebuild at a cost of $2500.

The tug Effie L. of Alpena has had a thorough rebuild, raised fifteen inches, and lengthened about four feet at the stern. She will receive a new cabin and new fitout and be made good as new. Her machinery is receiving a thorough overhauling and repairing. The rebuild, etc., will cost about $3 000.

The yacht Sigma, owned by C. T. Reynolds, Toledo, is having her topsides calked.

The Wabash line propellers are receiving general repairs.

Alger, Smith and Company's steambarges Manistique and Schoolcratt and tug Torrent are receiving a general overhauling and calking.

Mr. Merrick's fleet, of Detroit, have received a general overhauling and calking.

The schooners India and Eureka of D. Whitney's fleet are receiving new keelsons and new ceiling.

Captain Henry Blanchard's schooners Lilly May and Florence M. Dickinson have just gone off the dock after receiving repairs. WILLIAMS.

TOLEDO.

The meeting of the Inter-lake Yachting Association here Saturday resulting in forming an organization comprising all the clubs on Lakes Ontario, Erie, Huron, St. Clair, Superior, and Michigan and connecting rivers. Representatives were present from the Michigan, Cleveland, Put-in-Bay, Toledo and Ohio Yacht Clubs. Commodore Gardner, of Cleveland, presided, and C. W. Kelly, of Cleveland, acted as secretary. A grand annual meet of the squadron will be held at a time and place to be determined by the directors each year and will be the greatest meeting of fresh water yachts ever before called together. The first annual meet will be held in Detroit July 5 and 6, when the yachts will cruise down to Put-in-Bay the balance of the week. The following officers were elected:

Commodore, G. W. Gardner, Cleveland.

Vice Commodore, H. C. Hart, Detroit.

Rear Commodore, A. W. Machen, Toledo.

Secretary and Treasurer, J. S. Williams, Cleveland.

The visiting gentlemen were banqueted by the Toledo yacht club in a handsome manner.

SARNIA.

Special to the Marine Record.

Parry & Dyble, ship builders, are giving the North Western Transportation Co.s steamship Ontario, Captain Zealand, new steel arches and hog posts and a general overhauling.

Captain E. B. Anderson, of the steamship Alberta, has returned from Scotland, where he has been visiting his friends; he had a very enjoyable trip. He will leave Sarnia for Owen Sound about the middle of March to fit out the Alberta.

John Scagel & Sons, yacht and boat builders, are building a fishing tug for their own use, 43 feet over all, 8½ feet beam, 4 feet depth of hold. She will have an engine 8x7 and boiler 42 inches diameter 6 feet long, built by Potson & Company, Toronto, and a 38 inch Trout wheel. WILLIAMS.

HARBOR OF REFUGE, LAKE HURON.

PROPOSALS FOR BUILDING A STEAM LAUNCH

United States Engineer Office, 34 Congress street, west, Detroit, Michigan, March 1. 1886, Sealed proposals, in triplicate, will be received at this office until 2 o'clock p. m., on March 31, 1886, at which time and place they will be opened in presence of bidders, for building one steam launch. The government reserves the right to reject any or all proposals.

Blank proposals and full information as to the manner of bidding, conditions to be observed by bidders, and terms of contract and payment, will be furnished on application to this office.

O. M. POE, Lieut-Col. of Engineers.
Bvt. Brig. Gen. U. S.A.

FOR SALE CHEAP.

A marine boiler, 6 feet 7 inches in diameter, 14 feet long. In good condition; allowed 95 lbs steam. Apply to H. N. JEX, Port Huron, Michigan.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER L.

The navigation of 1862 commenced with freights ruling firm and remunerative.

The following craft were commissioned in 1862, the details showing by whom and where built, tonnage, and owner:

Steamer Reindeer, 304 tons, built by S. R. Kirby at East Saginaw, owned by Jesse Hoyt.

Steamer Susan Ward, 359 tons, built by Wm. Cuddy at Detroit, owned by E. Ward.

Propeller Badger State, 864 tons, built by Mason & Bidwell at Buffalo, owned by W. T. Company.

Propeller S. D. Caldwell, 757 tons, built by Stevens & Presley, at Cleveland, owned by Dwight Scott.

Propeller Canisteo, 668 tons, built by Mason & Bidwell at Buffalo, owned by E. R. R.

Propeller Water Witch, 458 tons, built by J. L. Wolverton at Newport, owned by E. B. Ward.

Propeller B. F. Wade, 1120 tons, built by J. L. Wolverton at Newport, owned by E. B. Ward.

Propeller Empire State, 864 tons, built by Mason & Bidwell at Buffalo, owned by Holt & Ensign.

Propeller Oneida, 784 tons, built by W. Crossthwaite at Buffalo, owned by J. Kilderhouse.

Propeller Passaic, 651 tons, built by Mason & Bidwell at Buffalo, owned by N. Y. R. R. Company.

Propeller Maine, 393 tons, built by Stevens & Presley at Cleveland, owned by N. T. Company.

Propeller Merchant, 711 tons, built by David Bell at Buffalo, owned by E. T. Evans,

Propeller Toledo, 621 tons, built by Peck & Masters at Cleveland, owned by N. Y. & E. R. R.

Tug Bob Anderson, 175 tons, built by I. Lafrinier at Cleveland, owned by H. N. Strong.

Tug W. B. Castle, 221 tons, built by Peck & Masters at Cleveland, owned by Harman & Coe.

Propeller Tioga, 549 tons, built by Quayle & Martin at Cleveland, owned by N. Y. & E. R. R.

Tug Winslow, 265 tons, built by Quayle & Martin at Cleveland, owned by Winslows.

Tug Prindiville, 272 tons, built by A. Miller, at Chicago, owned by Prindiville.

Steamer Morning Star, 1141 tons, built by A. A. Turner at Trenton, owned by D. & C. N. Company.

Tug I. U. Masters, 204 tons, built by Peck & Masters at Cleveland, owned by Sweet & Company.

Bark Advance, 397 tons, built by A. Muir at St. Catharines, owned by Muir Brothers.

Bark American Union, 764 tons, built by I. Lafrinier at Cleveland, owned by Winslows.

Bark Jane Bell, 447 tons, built by Campbell & Owen at Detroit, owned by P. J. Ralph.

Bark John Breden, 413 tons, built by Donaldson at Port Dalhousie, owned by Breden & Company.

Bark H. P. Bridge, 553 tons, built by J. M. Jones at Detroit, owned by E. W. Hudson.

Bark British Lion, 322 tons, built by G. Thurston at Kingston, owned by R. Gaskin.

Bark Chenango, 384 tons, built by I. Lafrinier at Cleveland, owned by N. C. Winslow.

Bark D. Cornell, 396 tons, built by O. Presley at Port Burwell, owned by D. Cornell.

Bark Cream City, 767 tons, built by B. B. Jones at Milwaukee, owned by A. Kirby.

Bark Golden Fleece, 609 tons, built by Peck & Masters at Cleveland, owned by S. Sturgess.

Bark Sunrise, 598 tons, built by Peck & Masters at Cleveland, owned by S. Sturgess.

Bark Kate Darley, 547 tons, built by Quayle & Martin at Cleveland, owned by E. Darley.

Bark Lafrinier, 574 tons, built by I. Lafrinier at Cleveland, owned by Charles Hickox.

Bark Monitor, 431 tons, built J. G. Shaler at Conneaut, owned by M. Capron.

Bark Mary Jane, 397 tons, built by Shickluna at St. Catharine's, owned by J. Waters.

Bark Oneonta, 616 tons, built F. N. Jones, at Buffalo, owned by S. V. R. Watson.

Bark Northwest, 628 tons, built by Peck & Masters, at Cleveland, owned by B. S. Shepherd.

Bark Parana, 558 tons, built by Quayle & Martin at Cleveland, owned by Chas. Hickox.

Bark George Sherman, 405 tons, built by Quayle & Martin at Cleveland, owned by Sherman & Co.

Bark Unadilla, 569 tons, built by Peck & Masters at Cleveland, owned by S. V. R. Watson.

Bark Newsboy, 570 tons, built by S. R. Kirby at East Saginaw, owned by Jesse Hoyt.

Brig Hanover, 427 tons, built by Davidson at Milwaukee, owned by O. Wermoth.

Schooner Adirondac, 389 tons, built by J. Oades at Clayton, owned by Wade & Co.

Schooner Almenia, 211 tons, built by Geo. Dakins at Port Burwell, owned by M. Northrop.

Schooner C. G. Breed, 451 tons, built by Davidson at Milwaukee, owned by Breed & Company.

Schooner W. O. Brown, 400 tons, built by J. W. Leach at Buffalo, owned by W. O. Brown.

Schooner Lydia Case, 326 tons, built by G. S. Rand at Racine, owned by Case & Knapp.

Schooner Sarah Clow, 286 tons, built by D. Clow at Green Bay, owned by D. Clow.

Schooner Geo. G. Cooper, 401 tons, built by D. E. Bailey at Madison, owned by H. W. Rogers.

Schooner Corsican, 281 tons, built by Rogers at Olcott, owned by Smith & Post.

Schooner Czar, 441 tons, built by E. LeFebre at Oswego, owned by Stewart.

Schooner Dolphin, 322 tons, built by R. Allen at Milwaukee, owned by Nelson & Co.

Schooner George Goble, 403 tons, built at Oswego, owned by Goble & Company.

Schooner Kate Hinchman, 287 tons, built by J. M. Jones at Detroit, owned by J. Miner.

Schooner Plowboy, 239 tons, built by J. A. Thayer at Ashtabula, owned by Hubbard & Company.

Schooner A. J. Rogers, 405 tons, built by D. E. Bailey at Madison, owned by H. Rogers.

Schooner Success, 395 tons, built by Campbell & Owen at Detroit, owned by H. N. Strong.

Schooner Portage, 260 tons, built by W. Brown at Portage, owned by S. Doolittle.

Schooner Wm. Jones, 513 tons, built by Wm. Jones at Black River, O., owned by Redington.

Schooner Jura, 310 tons, built by H. Kelley at Milan, owned by Kelley & Co.

Schooner J. W. Nicholas, 418 tons, built by Nicholas at Vermillion, owned by P. Minch.

Schooner Wm. Raynor, 297 tons, built by W. Shupe at Milan, owned by V. Fries.

Schooner Victoria, 280 tons, built by J. Simpson at Oakville, owned by D. Chisholm.

Schooner W. Vanatta, 223 tons, built by R. Hayes at Erie, owned by G. J. Morton.

Schooner Howell Hoppock, 408 tons, built by Quayle & Martin at Cleveland, owned by Burgess & Co.

Schooner P. C. Sherman, 566 tons, built by Peck & Masters at Cleveland, owned by S. V. R. Watson.

Schooner Tom Sims, 321 tons, built by Miller & Co., Chicago, owned by Thomas Sims.

Schooner Twilight, 395 tons, built by Lafrinier at Cleveland, owned by H. J. Winslow.

Schooner Charles Hinckley, 219 tons, built by Quayle & Martin at Cleveland, owned by Handy & Co.

Schooner Van Valkenburg, 418 tons, built A. Little at Tonawanda, owned by Van Valkenburg.

Schooner H. W. Hoag, 388 tons, built by A Wilcox at Three Mile Bay, owned by Hoag & Co.

Schooner E. Kanter, 378 tons, built by D. McDoh at Newport, owned by Warren & Company.

Schooner King Sisters, 417 tons, built by G. R. Rogers at Toledo, owned by King Brothers.

Schooner Monitor, 421 tons, built by A. C. Stocks at Sheboygan, owned by A. P. Lyman.

Schooner Monitor, 397 tons, built by J. M. Jones at Detroit, owned by Trowbridge & Wilcox.

Schooner Willard Johnson, 448 tons, built by Lee & Co. at Oswego, owned by Johnson & Co.

Schooner Thomas Martin, 201 tons, built by George Goble at Oswego, owned by Radcliff & Co.

Schooner Russian, 408 tons, built by A. Miller at Oswego, owned by Smith & Post.

Schooner Com Foote, 254 tons, built by A. Miller at Oswego, owned by White & Co.

Schooner M. R. Goffe, 375 tons, built by R. C. Cornwell at St. Clair, owned by Eugene Smith.

Schooner Harvest Home, 396 tons, built by J. M. Jones at Detroit, owned by E. W. Hudson.

Schooner Mediator, 361 tons, built by S. Johnson at Clayton, owned by Johnson & Company.

Schooner J. S. Mott, 434 tons, built by George Goble at Oswego, owned by D. Manwaring.

Schooner Nabob, 405 tons, built by G. Rand at Manitowoc, owned by Platt & Vilas.

Schooner Saginaw, 378 tons, built by D. Lester at Newport, owned by Gallagher & Company.

Schooner Scandinavian, 247 tons, built by A. Olson at New Buffalo, owned by Nelson & Company.

Schooner Selkirk, 399 tons, built by C. Delaney at Wallaceburg, owned by Fowler & Esseltyne.

Schooner Shupe, 318 tons, built by Wm. Shupe at Milan, owned by V. Fries.

Schooner Stampede, 370 tons, built by J. F. Squiers at Huron, owned by J. Mathews.

Schooner Tecumseh, 279 tons, built by H. Marlton at Goderich, owned by Vanerency & Company.

Schooner H. S. Walbridge, 319 tons, built by D. F. Edwards at Milan, owned by J. Stevens.

Schooner M. Williams, 397 tons, built by C. Delaney at Wallaceburg, owned by Williams & Company.

Schooner Yankee, 410 tons, built by J. Luff at Newport, owned by Gilchrist & Co.

Steamers, 20; barks, 21; brigs, 1; schooners, 51. Total, 93. Aggregate tonnage, not including those under 100 tons, 40,918.

In March there were in readiness for shipment at upper lake ports nearly 14,000,000 bushels of grain. Two-fifths of this amount was at Chicago, one-fifth at Milwaukee and the remainder at Kenosha, Racine, Detroit, and Toledo, which was increased before navigation opened to 16,000,000 bushels.

Navigation opened at Buffalo March 28, the propeller Eclipse, Captain Crosby, the first boat to leave for Toledo, arriving at that port the following day. The Welland cadal did not open until April 10, although some vessels which were laid up at Port Colborne sailed from there on April 4, the brig Breman and others. The Sault canal was in readiness for business April 27, the steamer City of Cleveland, Captain George Ryder, the first boat through, and the Straits of Mackinac April 19, the propeller Prairie State, coming eastward, the first to pass through.

The Lake Superior line was composed of the following boats:

Steamer Illinois, 926 tons, Captain R. S. Ryder.

Steamer City of Cleveland, 788 tons, Captain George H. Ryder.

Steamer Traveler, 603 tons, Captain F. S. Miller.

Steamer Planet, 1153 tons, Captain John P. Ward.

Steamer Michigan, 642 tons, Captain Albert Stewart.

Propeller Iron City, 607 tons, Captain J. E. Turner.

Propeller Mineral Rock, 552 tons, Captain George McKay.

Propeller Northern Light, 716 tons, Captain J. Spaulding.

Propeller Water Witch, 458 tons, Captain B. Sweeney.

Propeller General Taylor, 462 tons, Captain J. Halloran.

Chicago & Collingwood Line.—Propellers Montgomery, Antelope, Sun and Edith.

Chicago & Goderich Line.—Propeller Hunter, 680 tons, Captain Wm. Dickson.

Propeller Kenosha, 645 tons, Captain Wm. Lacey.

Propeller Ontonagon 560 tons, Captain Ben Wilkins.

Propeller Detroit, 397 tons, (new) Captain John Pratt.

People's Line, Buffalo & Chicago.—Propeller Empire State, 864 tons, Captain J. W. Brett.

Propeller Acme, 752 tons, Captain J. W. Hathaway.

Propeller Badger State, 864 tons, Captain J. W. Beckwith.

Propeller Oneida, 784 tons, Captain Hinckley.

Propeller Buffalo, 689 tons, Captain B. Douglass.

Propeller Racine, 715 tons, Captain Arthur.

Propeller Pittsburgh, 606 tons, Captain D. C. Webster.

Propeller Susquehanna, 439 tons, Captain R. Webster.

Propeller Potomac, 818 tons, Captain N. Gebhard.

The Northern Transportation Company Line, plying between Ogdensburg and the upper lakes, rating between 300 and 400 tons burden, was composed of the propellers Akron, Bay State, Cleveland, Empire, Granite State, Jefferson, Michigan, Ogdensburg, Ontario, Prairie State, Vermont, Wisconsin, and Young America.

Detroit & Green Bay Line.—Propeller Comet, 662 tons, Captain W. L. Wetmore. Propeller Rocket, 611 tons, Captain John Rice.

Buffalo & Toledo Line.—Propeller Equator, Captain Hinde; Eclipse, Captain Crosby; Equinox, Captain Snow; Euphrates, Captain Parsons; Araxes, Captain Watts; Cuyahogha, Captain Gaylord; Orontes, Captain T. Watts; Marquette, Captain Pratt; Forest Queen, Captain Thomas Carney.

Other Appointments.—Propeller New York, Captain Simon Monroe; Elmyra, Captain J. S. Nutshell; Olean, Captain Thomas H. Howland; Passaic, Captain John Kirby; Canisteo, Captain George Blackman. The steamer Seabird, Captain W. Dougall, plied between Chicago and Lake Superior, in the Goodrich line.

DANGERS OF FREE TRADE.

CLEVELAND, March 6.

In an article on "Tariff Legislation for forty years," published in the RECORD of the 4th inst., theories were advanced by a correspondent which should be considered dangerous to the business interests of the country at this time, especially to those represented by the RECORD, the manufacturers and carriers, and all tariff legislation at this time should be avoided.

It seems that our business (all marine business), is badly enough stagnated now and ought not to be ruined entirely by the letting down of the bars. Protection is everything to us. It is steady work at good wages for both capital and labor, and consequently health, happiness and prosperity. Protection builds railroads and telegraphs, developes the electric light, puts in the telephone, opens up ore, coal, silver, gold mines, and furnishes us with all the latest improved facilities for farming, manufacturing, and commercial business.

Without protection we would have none of these things in this country to-day except what was brought here and sold to us by other nations, and then only in limited amount, for we would have been too poor to have possessed them and brought them into general use as they are to-day. Without protection there would have been no such business transacted on the great lakes as there is to-day; no such fine, large vessels and steam craft; no such drydocks and shipyards; no iron and steel shipbuilding, in fact, nothing that would anywhere near compare with what we have now. And it would have been the same "on shore." We would had no Pacific railways, stretching across the continent, or none of the great iron arms, reaching out north, south, and west, opening up and developing the country. The great farms and ranches in the west and south would exist only in the imagination of our children's children, and yet an hundred years and the great west would be in its primitive state as formed by nature.

We are not *protected too much*. The trouble is, we are *not protected enough*. Remove the protection and you make labor a pauper, ignorant, stupid, and heathenish; you place capital in the hands of a few aristocrats who will wield it only to occomplish their own selfish ends. For example, see the larger portion of the emigrants who come to our shores; and look at the govering classes of a free trade country. Look also at the condition of labor in a free trade country, and see what a miserable existence they eke out, and look at the licentiousness and debauchery practiced by the governing classes. This is free trade; free trade in the products of the soil and the brain and the muscle.

Protection elevates the poor, gives them plenty of work at good wages, makes them comfortable, and makes it possible for the poor man to reach positions of honor and trust, does away with an aristocracy, distributes the wealth more evenly, and makes less social distinction in the classes. It places us more on a common footing, with common interests, beside adding all the improvements and benefits we are enjoying here to-day.

Why is it that trade has been stagnated? Not because of over production, not because of not having consumers enough. Removing protection enables us to buy what we want of a foreign producer at a less price, consequently over-produce of all kinds goes a begging for the want of a customer, and so it will be as protection is removed. We see only the beginning, for with protection gone we will do a great deal less business in all branches of manufacturing, the business of the country will be practically ruined, labor pauperized and all except the vultures virtually bankrupt. With more protection the reverse will be true.

Under the reign of free trade we had nothing, were nothing, and knew but very little.

When things were changed and we fell under a strong protective policy, see the immense benefits. Prosperous, happy, educated—the strongest nation in the world, no slaves, labor well to do. Begin to remove protection, and that moment we begin to decline, and go back to the condition of things that existed in the days of our fathers, business depressed, capital and labor unemployed, we unhappy, growing illiterate, and becoming weak as a nation, and giving up the proud position we hold.

It is passing strange that our men in high places, with the history and examples of the past before them, will consent that even a hint should be made toward removing the barriers that protect us; but rather brace and stiffen and add to them, that our prosperity may be increased.

There is very little hope of anything good from the hands of politicians. If we could place in power men of the people, and for the people, and could keep them upright and honest before God and man for a few years, we would have things in good shape in this country, with no good cause for complaint.

THE STATE CANALS.

The Dominion is neither so popular or so wealthy as New York, and it has a debt of $255,966,417 compared to our debt of $4,798,666; yet it has spent within a few years on one bit of canal, less than nine miles long, more money than we are begging from the general government; and it has spent on its canal system in the same time a sum equal to what the new capitol at Albany will cost, according to the latest estimates. In the meanwhile Canadian statesmen entertain such projects as the Ottawa ship canal, a route shortening the line from Montreal to Chicago, by following the Ottawa river to the Mattawan, the Mattawan to Trout lake, then to Lake Nipissing and down the French river to Georgian bay; the Trent river navigation, a route following that stream to Rice lake, thence along various connecting lakes up to Lake Balsam and thence down by canal and the Talbot river to Lake Simcoe and from that point by the Severn river to Georgian bay; the Toronto and Georgian bay canal, a third scheme for a waterway connecting Lake Huron and Lake Ontario and shortening the distance between Toronto and Chicago; and the Caughnawaga canal, a route from a point on the St. Lawrence river opposite Lachine to St. John's on the Richilieu river. Surveys of nearly all these routes have been made and estimates of their cost prepared. If, therefore, the example of the Dominion in invoked in this matter the lesson to be drawn from it is one of self reliance. At least if we are to ask for federal aid in enlarging our main canal let us ask the United States to step in and build a waterway connecting the Hudson and Lake Ontario on the scale adopted by our Canadian neighbors. If the nation is to do anything at all in the matter, let it do something worthy of itself and make a ship canal from tide water to the lakes—a great artificial river through which the water of Lake Ontario may flow to the sea, unbroken by any system of lockage.—*Rocheeter Post Express.*

A number of ship carpenters of Levis, P.Q., left for Detroit to take place of the strikers.

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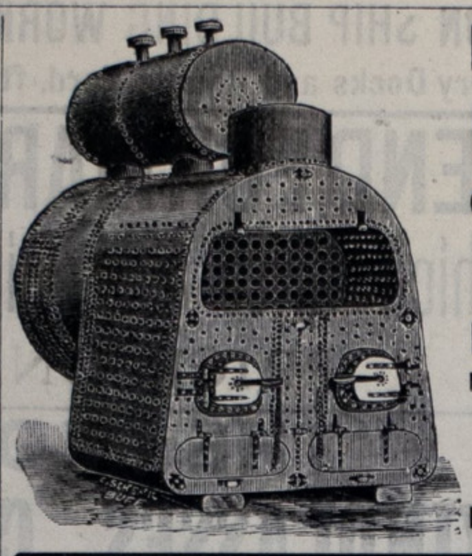

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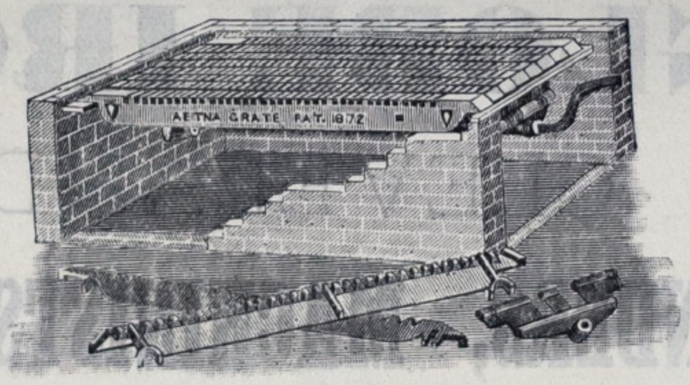

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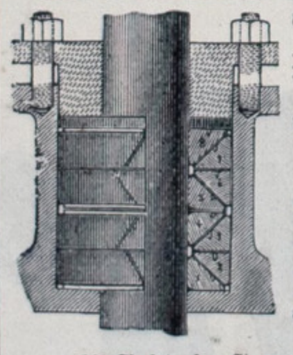

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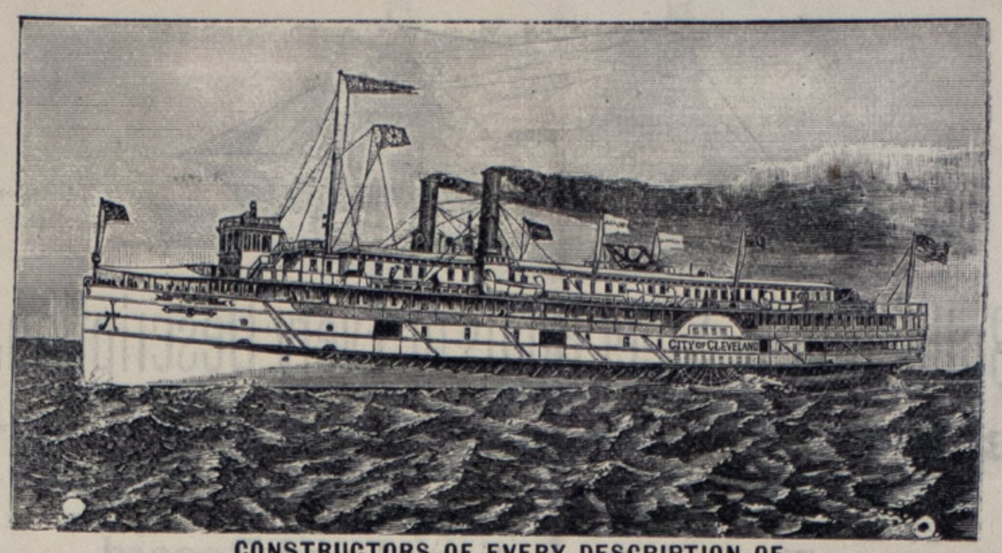

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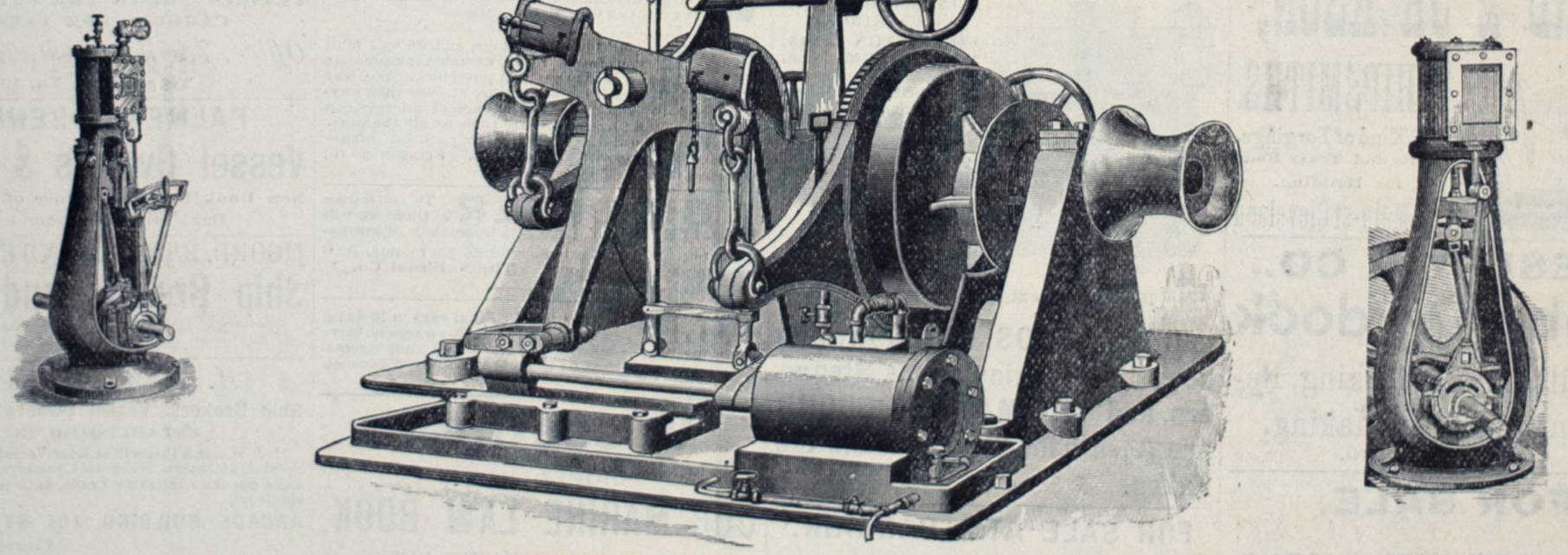

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